

DEVELOPMENT CODE

ARTICLE 151.17 **ACCESS STANDARDS**

151.17.001	Purpose
151.17.002	Access Points
151.17.003	Access to Parking Facilities
151.17.004	Access Across Parking Facilities
151.17.005	Access Across Land not Owned by Developer

Section 151.17.001

Purpose

It is the purposes of this Article to coordinate development of land uses to minimize hazards, prevent traffic congestion, preserve the traffic carrying capacity of arterial and collector streets, provide a suitable location of land uses, and minimize impacts of development.

Section 151.17.002

Access Points

Access points to streets from all developments shall conform to the following criteria:

- A. Access to Arterial Streets - General. Access onto any Arterial street from residential property shall be prohibited by the dedication of a 1 foot no access easement along the right-of-way line as required by Section 151.08.002, T, and construction of a 6-foot masonry wall. There shall be no vehicular access gates in such wall. The prohibition of access by a particular use to an Arterial street may be waived by the Council upon the request of the subdivider and recommendation by the Commission, provided the subdivider can show that existing development or topography prohibits the reasonable development of an adequate frontage street or that the traffic volume accessing the property will be better served by an alternate plan as developed by a registered traffic engineer, and that the proposed alternate plan for access will preserve the traffic function of the Arterial street and protect residential properties from the nuisance and hazard of high-volume noisy traffic.

Access criteria for each Arterial street classification should conform to the following:

DEVELOPMENT CODE

1. Principal Arterials

Access directly onto a Principal Arterial from any local street or from any abutting property shall be prohibited. An internal circulation system must be developed to provide access from abutting properties to a Minor Arterial or Collector as designated on the Traffic Circulation Plan, and thence to the Principal Arterial.

2. Minor Arterials

Access directly to a Minor Arterial from any commercial or industrial property shall be limited as much as practical, and be restricted to one access per property. Access shall not be allowed within 300 feet of another access point unless existing development conditions such as existing driveway locations on adjacent properties or property boundary limits make it difficult to comply with the driveway separation requirements. In such cases, the Director of Community Development may approve driveway separations closer than 300 feet if a traffic impact analysis, prepared by a professional traffic engineer, provides justification acceptable to the City Engineer and approval is recommended to the Director of Community Development. No unrestricted access shall be allowed within 500 feet of a street intersection when measured from the intersection of ultimate street rights-of-way extended at an intersection and the center of the proposed access point.

- B. Access to Collector Streets - General. Collector streets are designed for utilization by through traffic and limited direct access from adjacent property. Access criteria for Collector streets shall conform to the following criteria:

1. Residential Collectors

Access directly onto Residential Collector streets by residential properties shall be discouraged.

2. Commercial/Industrial Collector Streets

Access from commercial and industrial uses should be limited as much as practical so as to not interfere with the through function of the street. Access should be limited to one access per property. No unrestricted access shall be allowed within 250 feet of a street intersection when measured from the intersection of ultimate street rights-of-way extended at an intersection and the center of the proposed access point. Distance between other access points should be at least 200 feet unless existing development conditions, such as existing driveway locations on adjacent properties or property boundary limits, make it difficult to comply with access separation requirements. In such cases, the Director of Community Development may approve

DEVELOPMENT CODE

driveway separations less than 200 feet if a traffic impact analysis prepared by a professional traffic engineer provides justification acceptable to the City Engineer and approval is recommended to the Director of Community Development.

- C. Access to Local Streets - General. Local streets are designed to discourage their use by through traffic and to provide access to adjacent property. Local streets in commercial and industrial areas should be limited to one access per property line or 25 feet from an existing driveway. Access shall not be located closer than one 150 feet from a street intersection when measured from the intersection of the abutting street right-of-way extended at an intersection and the center of a proposed access point. Local streets in commercial and industrial areas shall be designed to conform to the criteria in Section 151.08.003. All uses may take direct access to local streets. Exceptions shall be reviewed and approved by the Director of Community Development and the Development Review Committee.
- D. Joint Access. When a developer or property owner develops or redevelops property in such a manner whereby individual parcels are created and are unable to meet the access requirements above, the developer or property owner shall prepare an overall access plan for the entire property. Subject to review and approval by the City, the developer may be required to establish and record joint access agreements between individual parcels.

Where parking facilities and driveway access is shared by adjoining developments, an ingress/egress easement shall be recorded authorizing and declaring the purpose and limits of the property to be used.

- E. Existing Access Points. As of the date of the adoption of this section of the Code, existing access points onto Arterials and Collectors may be allowed to remain. If additional development occurs on properties with existing access points, the provisions of this section shall apply, and the entire site shall conform to the requirements of this section. The City may restrict existing driveways to certain turning movements by requiring the developer to construct raised medians on Arterials and Major Collector streets where development may affect the level of service, safety and through function of these major streets.
- F. Additional Access Points. No additional access points shall be permitted unless a detailed traffic study and access plan are submitted to the City for review and approval, which justifies the additional access points requested.

DEVELOPMENT CODE

Section 151.17.003

Access to Parking Facilities

- A. Access to Parking from a Street. Access to a parking lot from a street shall be limited to driveways, and there shall be no direct access to any off-street parking space located in a parking lot from a public street.
- B. Access to Parking from an Alley. Any parking lot may use an abutting alley for direct access to parking spaces; provided that the full width of the alley is dedicated to the public and fully paved with two inches of asphaltic concrete over six inches of aggregate base course or four inches of Portland Cement concrete reinforced with #8, 6-inch by 6-inch wire mesh over a sub-base compacted to 95 percent density and properly drained to prevent impoundment of surface water.

Section 151.17.004

Access Across Parking Facilities

Every parking lot shall provide a clearly marked walkway, protected from traffic, extending from the building being served to the public sidewalk in front of the building.

Section 151.17.005

Access Across Land not Owned by Developer

Where primary public access must be provided across land not owned by the developer, the developer shall, as a minimum, provide at least 50 feet of dedicated right-of-way and construct sufficient paving improvements to accommodate two-way traffic (minimum 28-foot wide pavement). Exceptions may be made for private residential streets developed and constructed under the provisions of Section 151.08.003.B.